



### Freeze-Proof Would Have Saved This Radiator

Tie-ups cost money—delays are dangerous—and it's just when you want to get somewhere in a hurry that your radiator is cracked while your car is standing idle in cold weather.

Offset this condition now—prepare for the freezing weather with a supply of

### Johnson's FREEZE-PROOF

An anti-freeze preparation—guaranteed not to evaporate—cheaper and better than alcohol.

If you take a little time NOW, buying a package or two and keeping it in your garage, you won't have such a thing as a frozen radiator all winter long, no matter if the mercury drops to 50 below.

### "STEER WARMS" Another Big Comfort

They make winter driving a pleasure as they are designed to keep your hands warm in freezing weather. Quickly attached to your steering wheel. Not in the least bit unsightly. Arrange to have a pair put on your car NOW and be prepared when the cold weather arrives.



On the back page of the Planogravure section in today's STAR is a big FREEZE-PROOF announcement. Turn to it NOW.

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Everything for the Motorist. The Store for Things Electrical

## Special Notice!

Notwithstanding the fact that the price on SAXON-SIX cars went to \$1,400 last week, the Henderson Motor Car Company will continue to sell at the old price until their present stock is exhausted.

ONLY A FEW LEFT!  
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AUTOMOBILES  
and  
TRUCKS

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Experienced Advertisers Prefer The Star

## MAY HAUL FREIGHT ON MOTOR TRUCKS

Coast - to - Coast Shipping Over Lincoln Highway, Auto Man Predicts.

Shipping freight from coast to coast by motor truck has already been attempted and, indeed, has actually been successful, but purely as a "stunt" to demonstrate the endurance of some particular motor truck. But within the next few months, according to A. F. Bement, secretary of the Lincoln Highway Association, writing in Motor, transcontinental freighting by motor trucks is going to become a commercial possibility, through the establishment of a 365-day-a-year route, the Lincoln highway.

The final smoothing off of this highway comes through the construction of certain strategic sections through particularly difficult country in Nevada, Wyoming and particularly in Utah, where the road crosses the Great Salt Lake desert. Construction is proceeding apace on all these difficult sections and, says Mr. Bement, "these spots will be eliminated by the end of the year, and then it will be possible to run a truck freight service over the Lincoln highway from New York to San Francisco on regular schedule."

**Overcome Many Difficulties.**

Some of the difficulties of the road builders working in the desert are described. In the first place it was found impossible to get a reliable contractor to bid on the work, because conditions were so unusual that no definite scale of costs could be reached.

"The job of surveying a line across the Great Salt Lake desert itself was found to present unusual difficulties," continues the author. "At a little distance, in the shimmering heat waves arising from the desert's surface and under the lurid sun, an object arises from the earth apparently as if it were a mirage, wavering here and there. Correctly sighting a transit is a matter fraught with great difficulty. The blinding glare of the desert plays strange tricks with the human eye. The result was that the Goodyear motor section across the desert was surveyed during the twilight hours by the use of signal fires. Then came the herculean effort necessary to transport the machinery to the western end of the desert, work and to grade the desert itself and to provide the gravel surface, which next year will provide a boulevard across a waste now impassable."

The new section of the Lincoln highway will provide a road eliminating many hours of difficult travel and saving fifty odd miles. It would never have been built, except for the actual financial assistance of the Lincoln Highway Association, as the sparsely settled region could not have paid for it, nor would the state of Utah have been able to provide funds from its slender highway appropriation.

**Funds Generously Provided.**

In these circumstances the directors of the Lincoln Highway Association came to the rescue. F. A. Seiberling, president of the association and also of the Goodyear Rubber Company, pledged \$75,000 for his organization to build the desert road. John N. Willys pledged \$50,000 for his Willys-Overland organization to build the road through Overland Canyon, the western entrance to the desert road. Carl Fisher pledged personally \$25,000 to build the road through Fisher pass, on the east. Later, when it was found that the desert road would cost more than had first been expected, Mr. Seiberling personally pledged an additional \$25,000. Finally the interest of the Utah highway authorities was enlisted and the entire sum raised was turned over to them, and the road across the desert is now being built under state auspices, through the use of prisoners.

The whole campaign and its accomplishment reflects the greatest credit on the patriotic members of the Lincoln Highway Association, whose generosity has made possible the construction of this last link in a great transcontinental highway freight route.

**SAWDUST IN SWEDISH FLOUR.**

Sprucewood Mixture Makes Bone and Sinew.

Sweden has been feeding herself partly on sawdust since war invaded her larder. Dr. John W. Beckham, a member of the California section of the American Chemical Society, recently said. The chemist declared that two parts of ordinary flour and one part of spruce wood "flour" makes a mixture that is wholesome, palatable and tissue building.

Anyhow, the California chemist avers, many Swedes have lived and built brawn and muscle by using spruce flour. It is digestible and one-third of it, Dr. Beckham says, is absorbed into the system, adding to bone and sinew. The Swedes at Stockholm are so fond of spruce flour that they are said to be willing to pay 40 cents a pound for it.

Miss Ethel D. Slaght, assistant in the United States weather bureau at Des Moines, is believed to be the only woman in America serving as an official weather observer.



**Shock Absorber makes a Ford ride as smoothly as a sleigh**

**A HASSLERIZED Ford** glides along easily, smoothly, swiftly—just like a sleigh sliding quickly over a firm, even crust. There are no jolts, no jars, no upthrow, no sideway—practically no vibration. The car is easy to steer, safe to drive. It is just as comfortable as the old family sleigh filled with piles of soft furs.

Secure this comfort at no cost to yourself. Install a set of Hasslers and let them pay for themselves over and over again by adding to your tire mileage, giving you more miles per gallon of gasoline and oil, reducing the number and amount of your repair bills, and increasing the resale value of your car.



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Write today for FREE TRIAL BLANK and we will have a set of Hasslers put on your Ford without a cent of expense to you. Try them 10 days. If you are willing to do without them, they will be taken off without charge. Don't call without Hasslers simply because someone discourages you from trying them. Accept the offer and see for yourself. Nearly a million of the Patented Hasslers now in use.

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## BUY FOR CHRISTMAS NOW AS A WAR NECESSITY

Merchants and Manufacturers' Association Gives Reasons for Early Shopping.

"Do your Christmas shopping now; don't put it off until next month." In sending out this appeal last night Charles J. Columbus, secretary of the Merchants and Manufacturers' Association, pointed out that war conditions make it doubly necessary for the public to do its holiday buying early this year. The chief reason for early shopping this Christmas, according to Mr. Columbus, is the fact that the stores will be unable to find the usual number of holiday employees. The District Council of Defense is appealing to the people to shop early, so that the stores will not have to employ men and women needed in other work.

The public also is urged to carry as many bundles as possible, because many men on the delivery wagons of the stores either have been called to the draft or gone to work in war factories.

### SERG. ADAM P. VOGEL ON LIST OF WOUNDED

Nephew of Secretary W. B. Wilson Well Known Here—Another Washingtonian Wounded.

Sergt. Adam P. Vogel, nephew of Secretary William B. Wilson of the Department of Labor, was wounded in August, according to a telegram recently received by the Wilson family at their residence, 2254 Cathedral avenue. His name appears on today's casualty list.

Sergt. Vogel is a native of Buffalo, and is known in Washington by his frequent visits to the Wilson home. He is twenty-one years old and enlisted at Buffalo. He was sent to an embarkation camp in the south following a course of infantry training and was rapidly promoted.

The wounds were not serious and the last letter received by the Wilsons stated that he was back in the front line trenches and "glad of it." Another Washington boy is on the casualty list today. Private Harry F. Ager was slightly wounded in July. His next of kin is listed as Miss Grace Ager, 2217 1st street. People living at that place stated yesterday that Miss Ager was a war worker, who formerly lived there. She cannot be found and the War Department was unable to deliver official notice.

**ASSIGNED TO REST CAMP.**

Earl C. Wood of D. C. in Charge of Mess at Romsey, England.



EARL C. WOOD.

Word has been received here that Earl C. Wood, 2139 I street northwest, is now in charge of the mess for the quarters of invalid officers at the big American rest camp at Romsey, England.

The Washington man, who had served on the Mexican border with the 3d District of Columbia Infantry, and who went overseas a year ago, is the son and grandson of a soldier. His grandfather, James Wood, is a member of the G. A. R. and his father, R. H. Wood, is senior vice commander of the District of Columbia department of Spanish War Veterans.

### TWO MORE SURVIVORS.

War Department Reports Also Georgian Among Otranto Lost.

The names of Private Axel H. Nelson, Marquette, Kan., and Winifred Rudistell, Addyston, Ohio, have been added by the War Department to the list of survivors from the British transport Otranto sunk in a collision off the coast of Ireland October 6. Private Arthur M. Culpepper, Meriden, Conn., was added to the list of those lost.

## STUDYING U. S. WAYS OF TRAINING SEAMEN

Japan and Great Britain Are Interested in Shipping Board's Successful Methods.

NEW YORK, November 2.—Japan and Great Britain are making a study of the United States Shipping Board's successful methods of obtaining and training merchant marine officers and crews, the board announced here today.

Japan's representatives have been furnished with literature showing how the shipping board, by appealing to experienced seamen and engineers not holding officers' tickets, secured more than 11,000 men for training as officers in the navigation and marine engineering schools it has established. Great Britain has gone further by assigning a member of its shipping

mission to this country, Capt. Thomas Fisher of the Royal Navy, to study the officers' schools of the board and also the training system for crews.

Capt. Fisher has completed inspection of the training base at Boston of the board's Atlantic training squadron, to which are attached six of the twelve training ships for inexperienced lads intended for service on cargo vessels.

The shipping board's recruiting service, which has charge of the manning work of the board, placed all of its available information on recruiting and training for the merchant marine at Capt. Fisher's disposal, and this is understood to have been embodied in a report which Capt. Fisher expects to submit to his superiors at an early date.

### TO EXPEDITE WAR INSURANCE

To obtain prompt approval and payment of allotments and allowances under the war risk insurance system, Provost Marshal General Crowder has instructed local draft boards to send in at the time of induction a report showing the principal facts as to the inducted man's family.

This will make unnecessary a second investigation at camp and will eliminate delays which have caused suffering heretofore.

## PREFER SHELLS TO GIFTS AT CHRISTMAS, IS VIEW

A. E. F.'s Stars and Stripes Says, However, to Send Both Along.

"Whether we would each rather have a Christmas package or a half interest in a three-inch shell going forward to help shorten the war is a toss-up," says an editorial on the order cutting down the size of Christmas packages to the boys overseas, which appeared in a recent issue of the Stars and Stripes.

"But there isn't any doubt that,

given our choice between ten shiploads of Christmas packages and ten shiploads of shells we should vote unanimously in favor of the latter," continues the editorial.

"So if the folks at home will just supplement that Christmas shipload with nine shiploads of shells—and we know they are going to do that and a whole lot more—we will count all ten as Christmas ships and, with battling sentiment, exult in the occasion when, for the first time in history, 2,000,000 men, from millions of bootblack, were so unreservedly democratic that Santa Claus brought each of them the same sized package."

Through the present crown of Sweden, the Swedish royal family is closely related to the imperial family of Germany, the queen being a granddaughter of the old Emperor William, and consequently a first cousin of the present German emperor.

## Exide Battery Service

"Forewarned is Forearmed"

—and an automobile battery that is well looked after seldom breaks down at the crucial moment.

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Bring your battery around and let us explain our regular monthly inspection plan—it saves trouble and expense.

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### Don't Depend On Your Luck

to keep a motor car for you—at an easy price—after the first of the coming year. Face the facts and buy accordingly.

Once passenger car production stops—as by government order it must—no matter for how long—there'll be no return to multiplicity of manufacture for many, many months—and—never a return—many who know predict—to anything like current prices as you know them today.

Better buy that car you have your eye on—NOW!

We can make immediate delivery on most all models of Overland and Willys-Knight passenger cars.

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Be sure the company that makes it is financially strong enough to meet present day conditions and that they can continue to furnish parts.

Be sure the local agent has a good supply of repair parts on hand at all times and that he has mechanics who know the truck and how to make prompt repairs.

Be sure that the local agent gives his business personal supervision and that he takes a personal interest in you and your work with the idea in mind of keeping your truck in such shape for you as to avoid unnecessary lay-offs.

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